

LTIP  
CONTINGENCY

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBO#6

IMPORTANT: Please consult the "Instructions for Completing the Project Application" in completion of this form.

SUBDIVISION: HAMILTON COUNTY, OHIO

CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: Hamilton

DATE 08/30/2002

CONTACT: Stephen J. Mary, P.E.

PHONE # (513) 761-7872

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 761-9127

E-MAIL steve.mary@engineer.hamilton-co.org

PROJECT NAME: West Rd. Bridge Replacement B-0270

SUBDIVISION TYPE

(Check Only 1)

X 1. County

2. City

3. Township

4. Village

5. Water/Sanitary District

(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

X 1. Grant \$

2. Loan \$

3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

1. Road

X 2. Bridge/Culvert

3. Water Supply

4. Wastewater

5. Solid Waste

6. Stormwater

TOTAL PROJECT COST: \$ 541,050

FUNDING REQUESTED: \$ 432,840

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 362,289

LOAN ASSISTANCE: \$

SCIP LOAN: \$ RATE: % TERM: yrs.

RLP LOAN: \$ RATE: % TERM: yrs.

(Check Only 1)

State Capital Improvement Program

Small Government Program

X Local Transportation Improvements Program

ACCEPTED  
SMALLER  
AMOUNT

2002 SEP 13 AM

OFFICE OF NEW BUR  
COUNTY ENGINEER  
HAMILTON

57

FOR OPWC USE ONLY

PROJECT NUMBER: C / C

Local Participation %

OPWC Participation %

Project Release Date: / /

OPWC Approval:

APPROVED FUNDING: \$

Loan Interest Rate: %

Loan Term: years

Maturity Date:

Date Approved: / /

SCIP Loan RLP Loan

**1.0 PROJECT FINANCIAL INFORMATION**

**1.1 PROJECT ESTIMATED COSTS:**  
(Round to Nearest Dollar)

**TOTAL DOLLARS**

**FORCE ACCOUNT  
DOLLARS**

**a.) Basic Engineering Services:**

\$ \_\_\_\_\_ .00

Preliminary Design \$ \_\_\_\_\_ .00

Final Design \$ \_\_\_\_\_ .00

Bidding \$ \_\_\_\_\_ .00

Construction Phase \$ \_\_\_\_\_ .00

Additional Engineering Services

\$ \_\_\_\_\_ .00

\*Identify services and costs below.

**b.) Acquisition Expenses:**

Land and/or Right-of-Way

\$ \_\_\_\_\_ .00

**c.) Construction Costs:**

\$ 541,050.00

**d.) Equipment Purchased Directly:**

\$ \_\_\_\_\_ .00

**e.) Permits, Advertising, Legal:**

(Or Interest Costs for Loan Assistance  
Applications Only)

\$ \_\_\_\_\_ .00

**f.) Construction Contingencies:**

\$ \_\_\_\_\_ .00

**g.) TOTAL ESTIMATED COSTS:**

\$ 541,050.00

\*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:  
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	
b.) Local Revenues	\$ <u>  108,210.00</u>	<u>20%</u>
c.) Other Public Revenues	\$ <u>          .00</u>	
ODOT	\$ <u>          .00</u>	
Rural Development	\$ <u>          .00</u>	
OEPA	\$ <u>          .00</u>	
OWDA	\$ <u>          .00</u>	
CDBG	\$ <u>          .00</u>	
OTHER _____	\$ <u>          .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>  108,210.00</u>	<u>20%</u>
d.) OPWC Funds		
1. Grant	\$ <u><del>432,840.00</del></u> <i>362,289</i>	<u>80%</u>
2. Loan	\$ <u>          .00</u>	
3. Loan Assistance	\$ <u>          .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u><del>432,840.00</del></u> <i>362,289</i>	<u>80%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>  541,050.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date: \_\_\_\_\_  
STATUS: (Check one)  
    Traditional  
    Local Planning Agency (LPA)  
    State Infrastructure Bank

## 2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: West Rd Bridge Replacement B-0270

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION: Over Dry Fork Creek on West Rd near Miami Whitewater Forest.

PROJECT ZIP CODE: 45030

B: PROJECT COMPONENTS: Remove existing bridge structure and replace with new substructure and superstructure. The proposed design updates bridge, meeting current design standards for width, hike/bike trail provisions and bridge railing sizing.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS: Current bridge is 130 feet long and 20 feet wide, there are no sidewalks and the concrete railing is substandard, and has been damaged. Proposed bridge is 130 feet long and 36 feet wide, with hike/bike trail and the new concrete railing will meet applicable current design standards.

D: DESIGN SERVICE CAPACITY:  
Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 2027 Year: 2000 Projected ADT: 2951 Year: 2003

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$\_\_\_\_\_ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 541,050.00  
.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ .00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01/02/03</u>	<u>06/02/03</u>
4.2 Bid Advertisement and Award:	<u>09/01/03</u>	<u>09/25/03</u>
4.3 Construction:	<u>10/15/03</u>	<u>04/02/04</u>
4.4 Right-of-Way/Land Acquisition:	<u>06/02/03</u>	<u>08/22/03</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER	<u>William W. Brayshaw, P.E.-P.S.</u>
TITLE	<u>Hamilton County Engineer</u>
STREET	<u>138 East Court Street, Room 700</u>
CITY/ZIP	<u>Cincinnati, OH 45202</u>
PHONE	<u>(513) 946-4287</u>
FAX	<u>(513) 946-4288</u>
E-MAIL	<u>William.brayshaw@engineer.hamilton-co.org</u>

#### 5.2 CHIEF FINANCIAL

OFFICER	<u>Dusty Rhodes</u>
TITLE	<u>Hamilton County Auditor</u>
STREET	<u>138 East Court Street, Room 300</u>
CITY/ZIP	<u>Cincinnati, OH 45202</u>
PHONE	<u>(513) 946-4045</u>
FAX	<u>(513) 946-4288</u>
E-MAIL	<u>auditor@fuse.net</u>

#### 5.3 PROJECT MANAGER

TITLE	<u>Stephen J. Mary, P.E.</u>
STREET	<u>Bridge Engineer</u>
CITY/ZIP	<u>223 West Galbraith</u>
PHONE	<u>Cincinnati, OH 45215</u>
FAX	<u>(513) 761-7872</u>
E-MAIL	<u>(513) 761-9127</u>
	<u>steve.mary@engineer.hamilton-co.org</u>

Changes in Project Officials must be submitted in writing from the CEO.

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ X ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ X ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [ X ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ X ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ X ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E.-P.S. Hamilton County Engineer  
Certifying Representative

  
Signature/Date Signed

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-4232

PHONE (513) 946-4250

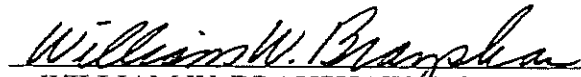
FAX (513) 946-4288

## STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the West Road Bridge B-0270 Replacement project will have a useful life of at least 50 years.

### CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.



WILLIAM W. BRAYSHAW, P.E.- P.S.

HAMILTON COUNTY ENGINEER

PROJECT :SIDNEY ROAD B-0002  
ENG. EST.: \$541,050.00  
BID DATE : September 25, 2003

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	ENGINEER'S UNIT	ESTIMATE TOTAL
ROADWAY						
1	201	CLEARING AND GRUBBING	LS	1	\$2,000.00	\$2,000.00
2	202	CONCRETE RAILING REMOVED, A.P.P.	LF	260	\$5.00	\$1,300.00
3	202	EXISTING GUARDRAIL REMOVED	LF	200	\$5.00	\$1,000.00
4	*203	EMBANKMENT	CY	71	\$15.00	\$1,065.00
5	203	SUBGRADE COMPACTION	SY	119	\$6.00	\$714.00
6	254	PAVEMENT PLANING	SY	115	\$5.00	\$575.00
7	*606	GUARDRAIL TYPE 5 WITHOUT BLOCKING	LF	200.00	\$15.00	\$3,000.00
EROSION CONTROL						
8	207	FILTER FABRIC FENCE	LF	200	\$4.00	\$800.00
9	207	TEMPORARY SEEDING AND MULCHING	SY	40	\$4.00	\$160.00
10	*601	DUMP ROCK CHANNEL PROT., TYPE B, GROUTED	CY	35	\$60.00	\$2,100.00
11	659	WATER	GAL	480	\$3.00	\$1,440.00
12	*659	SEEDING & MULCHING, INCL FERTILIZER (12-12-12)	SY	200	\$5.00	\$1,000.00
PAVEMENT						
13	*301	BITUMINOUS AGGREGATE BASE, PG64-22	CY	128	\$150.00	\$19,200.00
14	*448	ASPHALT CONC. INTERMEDIATE COURSE, TYPE 2, PG64-22	CY	24	\$175.00	\$4,200.00
15	*448	ASPHALT CONC. SURFACE COURSE, TYPE 1, PG64-22	CY	24	\$175.00	\$4,200.00
16	407	TACK COAT	GAL	50	\$5.00	\$250.00
17	*605	5" CONCRETE WALK	SF	542	\$5.00	\$2,710.00
UTILITY						
18	SPL	WATERLINE RELOCATION	LS	1	\$57,456.00	\$57,456.00
MISCELLANEOUS						
19	SPL2	PERFORMANCE BOND	LS	1	\$5,500.00	\$5,500.00
20	614	MAINTAINING TRAFFIC	LS	1	\$30,000.00	\$30,000.00
21	623	CONSTRUCTION LAYOUT STAKES	LS	1	\$5,000.00	\$5,000.00
BRIDGE						
22	202	STRUCTURES REMOVED	LS	1	\$30,000.00	\$30,000.00
23	*503	UNCLASSIFIED EXCAVATION	LS	1	\$5,000.00	\$5,000.00
24	*511	CL. C CONCRETE, ABUTMENT, AS PER PLAN	CY	333	\$350.00	\$116,550.00
25	*511	CLASS C CONCRETE FOR FOOTINGS, AS PER PLAN	CY	33	\$350.00	\$11,550.00
26	*511	CLASS C CONCRETE FOR WINGWALLS, AS PER PLAN	CY	73	\$350.00	\$25,550.00
27	*511	CLASS S CONCRETE FOR BRIDGE DECK, AS PER PLAN	CY	116	\$650.00	\$75,400.00
28	512	TYPE "B" WATERPROOFING	SY	12	\$15.00	\$180.00
29	517	PRESTRESSED CONCRETE BRIDGE GIRDERS	EA	4.00	\$13,000.00	\$52,000.00
30	*516	STRUCTURAL EXPANSION JOINTS, A.P.P.	LF	72	\$100.00	\$7,200.00
31	516	7"x7"x1 1/8" LAMINATED ELASTOMERIC BEARING PADS	EA	36	\$350.00	\$12,600.00
32	517	RAILING (CONCRETE PARAPET WITH DOUBLE PIPE RAILING)	LF	260	\$75.00	\$19,500.00
33	*SPL	SOLUBLE REACTIVE SILICATE (SRS) TREATING OF CONC. SURFACE	SY	520	\$7.00	\$3,640.00
34	SPL	POWER WASHING	SY	568	\$5.00	\$2,840.00
*** SUPPLEMENTAL ITEMS ***						
35	*203	EMBANKMENT	CY	7	\$15.00	\$105.00
36	*301	BITUMINOUS AGGREGATE BASE, PG64-22	CY	13	\$150.00	\$1,950.00
37	*448	ASPHALT CONC. INTERMEDIATE COURSE, TYPE 2, PG64-22	CY	10	\$175.00	\$1,750.00
38	*448	ASPHALT CONC. SURFACE COURSE, TYPE 1, PG64-22	CY	10	\$175.00	\$1,750.00
39	*511	CL. C CONCRETE, ABUTMENT, AS PER PLAN	CY	50	\$350.00	\$17,500.00
40	*511	CLASS S CONCRETE FOR BRIDGE DECK, AS PER PLAN	CY	15	\$650.00	\$9,750.00
41	*516	STRUCTURAL EXPANSION JOINTS, A.P.P.	LF	15	\$100.00	\$1,500.00
42	*601	DUMP ROCK CHANNEL PROT., TYPE B, GROUTED	CY	4	\$60.00	\$240.00
43	*605	5" CONCRETE WALK	SF	75	\$5.00	\$375.00
44	*659	SEEDING & MULCHING, INCL FERTILIZER (12-12-12)	SY	20	\$5.00	\$100.00
45	*SPL	SOLUBLE REACTIVE SILICATE (SRS) TREATING OF CONC. SURFACE	SY	50	\$7.00	\$350.00

OFFICIAL BID TOTALS :

\$541,050.00

PERCENT OVER/UNDER ESTIMATE :

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

September 13, 2002

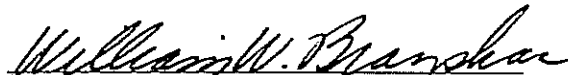
## STATUS OF FUNDS REPORT

Project: **West Road Bridge B-0270**

This is to certify that the sum of \$108,210.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project.

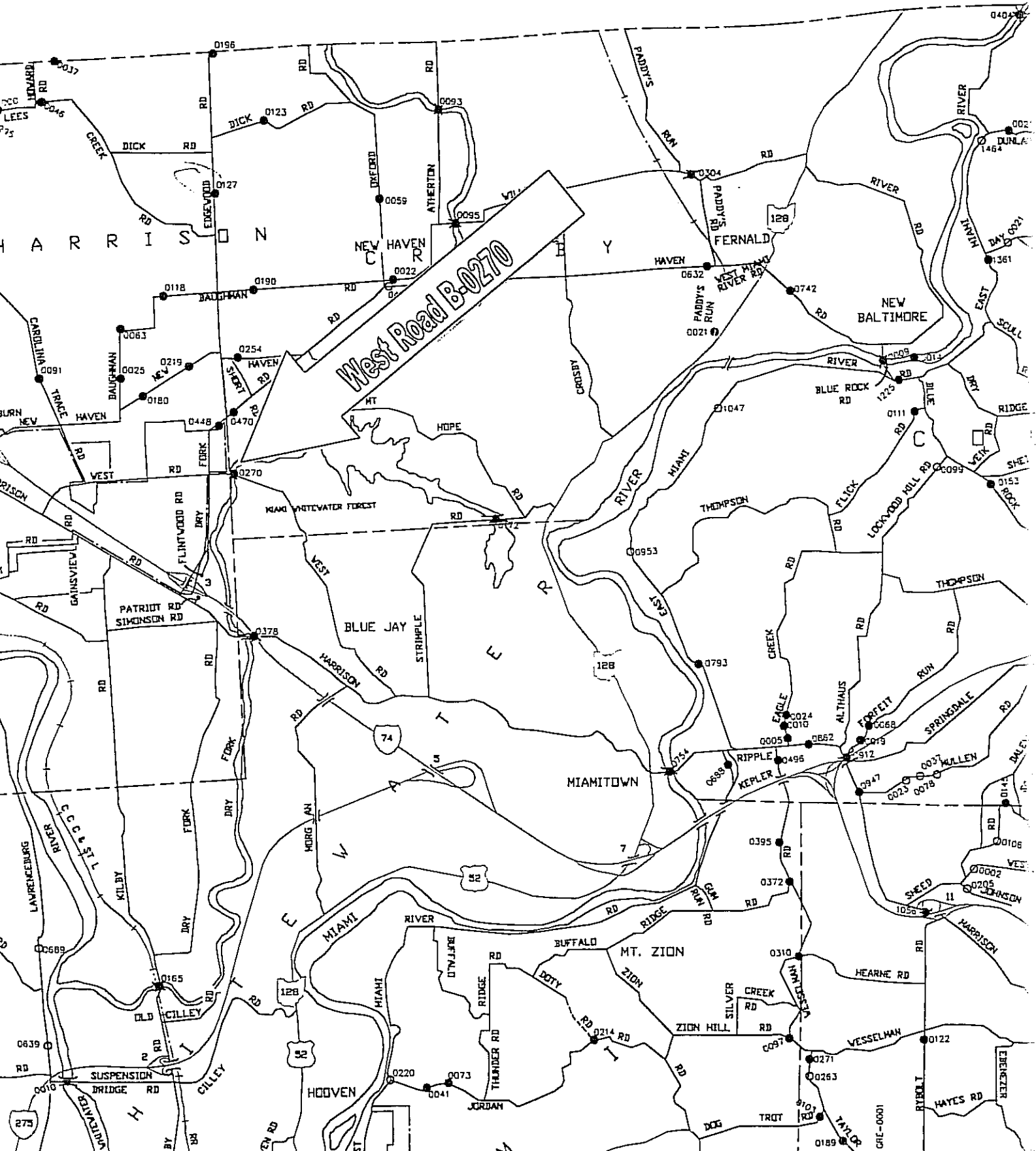
The source of the local match will be Hamilton County Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Executive Officer:

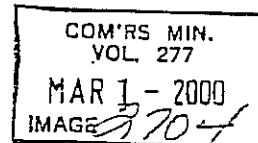
  
WILLIAM W. BRAYSHAW, P.E.-P.S.  
HAMILTON COUNTY ENGINEER

Chief Financial Officer:

  
DUSTY RHODES  
HAMILTON COUNTY AUDITOR



RESOLUTION APPOINTING REPRESENTATIVES TO THE DISTRICT #2  
INTEGRATING COMMITTEE UNDER THE PROVISIONS OF HB 704 OHIO  
INFRASTRUCTURE BOND PROGRAM



BY THE BOARD:

WHEREAS, HB 704 was enacted to establish nineteen District Integrating Committees throughout the State of Ohio; and

WHEREAS, Hamilton County comprises District #2 under the provision of HB 704 consisting of a nine member District Integrating Committee; and

WHEREAS, it is the responsibility of the Board of County Commissioners to appoint two members to the District Integrating Committee (one from the private sector and the other either a County Commissioner or the County Engineer); and

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Hamilton County, Ohio that both William W. Brayshaw, Hamilton County Engineer, and Richard D. Huddleston, (407 Vista Glen - Springdale, Ohio 45246) private sector appointee be, and are hereby reappointed to the District #2 Integrating Committee for a three year term as their current terms will expire on June 1, 2000.

BE IT FURTHER RESOLVED that William W. Brayshaw be, and is hereby also appointed to the position of Chief Executive Officer for the Political Subdivision of Hamilton County, District #2 Integrating Committee for another three year term.

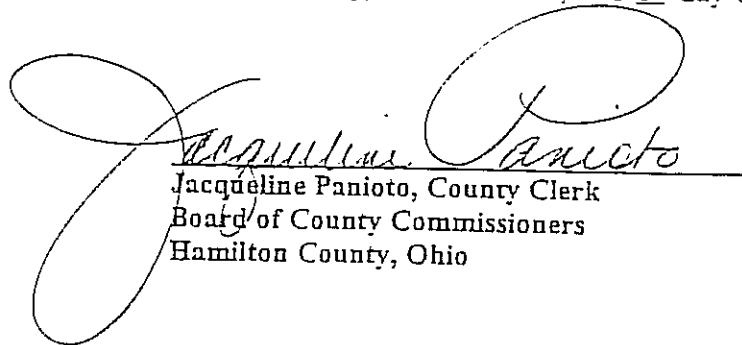
ADOPTED at a regularly scheduled meeting of the Board of County Commissioners of Hamilton County, Ohio, this 1<sup>st</sup> day of March, 2000.

Mr. Bedinghaus, AYE      Mr. Dowlin, AYE      Mr. Neyer, Jr., AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, State of Ohio, this 1<sup>st</sup> day of March, 2000.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the office of the Board of County Commissioners of Hamilton County, State of Ohio, this 1<sup>st</sup> day of March, 2000.

  
Jacqueline Panioto, County Clerk  
Board of County Commissioners  
Hamilton County, Ohio

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

## CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Sidney Road Bridge B-0002 project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

  
WILLIAM W. BRAYSHAW, P.E.-P.S.  
HAMILTON COUNTY ENGINEER

# Volume Count Report

Generated by HSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location ..... West Rd. at Bridge #0027  
Location Code ..... 23027  
Jurisdiction ..... Crosby Township  
Recorder Set ..... 09/05/00 10:30  
Recording Start ... 09/05/ 0 11:00  
Recording End ..... 09/06/ 0 11:00  
Sample Time ..... 15 Minutes  
Operator Number ... 2  
Machine Number .... 42  
Channel ..... 1  
Divide By ..... 2  
Summation ..... No  
Two-Way ..... No

Tuesday 09/05/ 0 Channel: 1

<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>Totals</u>
107	135	139	129	141	161	184	217	199	141	31	14	10	8	4	4	2	5	12	37	102	60	96	89	2027
29	31	36	32	43	32	53	45	57	51	11	4	1	1	2	0	0	1	1	8	35	12	23	23	
29	36	40	25	34	44	38	53	43	34	7	4	3	6	0	2	0	1	2	9	34	17	22	21	
30	39	36	40	34	48	54	52	59	31	7	3	2	0	0	2	1	1	4	8	15	16	20	25	
19	29	27	32	30	37	39	67	40	25	6	3	4	1	2	0	1	2	5	12	18	15	31	20	

AM Peak Hour ..... 10:45 to 11:45 (108 vehicles)  
AM Peak Hour Factor ..... 0.1%  
PM Peak Hour ..... 18:15 to 19:15 (229 vehicles)  
PM Peak Hour Factor ..... 85.4%

STATE OF OHIO DEPARTMENT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT

BR-86 REV. 02-95

3 1 3 0 2 8 2

1 STRUCTURE FILE NUMBER 7

BRIDGE NUMBER HAM C0023 0270  
CO ROUTE UNIT

YEAR BUILT 39

DIST. 08 BRIDGE TYPE CONCR/BEAM/CONT TYPE SERVICE 1 15 DRY FORK CREEK

HAM

<b>DECK</b>		OUT/OUT = 22.5		THCK = 2.0	
1. FLOOR	1-CONC	8	2	2. WEARING SURFACE	6-ASPHALT
3. CURBS, SIDEWALKS & WALKWAYS		1-CONC/1-CONC	9	W.S. DATE= 00/00/00	
5. RAILING	5-CONC POST PNL	10	3	6. DRAINAGE	2-THRU CURB
7. EXPANSION JOINTS	4-POURED	11	2	8. SUMMARY	
<b>SUPERSTRUCTURE</b>					
9. ALIGNMENT	MAX. SPAN=41	12	1	10. BEAMS/GIRDERS/SLAB	4-TEE
11. DIAPHRAGMS or CROSSFRAMES	TOT. LGTH=130	13		12. JOISTS/STRINGERS	
Underside of deck, lightly scaling.. Some reinforcing showing.					
13. FLOOR BEAMS	Efflorescence	14		14. FLOOR BEAM CONNECTIONS	
Vertical and horizontal cracks in both abutments.					
15. VERTICALS		15		16. DIAGONALS	
17. END POSTS		16		18. TOP CHORD	
South edge of east pier spalled 1-2" deep at beam seat.					
19. LOWER CHORD		17		20. LOWER LATERAL BRACING	
Curbs scaling slightly.					
21. TOP LATERAL BRACING		18		22. SWAY BRACING	
Concrete scaling at 3rd beam west abutment					
23. PORTALS		19		24. BEARING DEVICES	4-ELAS PL
Longitudinal cracks (3"+) on south exterior beam under spalled section of deck (See#7)					
25. ARCH		20		26. ARCH COLUMNS or HANGERS	
Small scour section at base of west abutment					
27. SPANDREL WALLS		21		28. PAINT	TYPE: N YEAR=
Vertical crack in backwall at SW wingwall.					
29. PINS/HANGERS/HINGES		22		30. FATIGUE PRONE CONNECTIONS	
31. LIVE LOAD RESPONSE		23	S	32. SUMMARY	
<b>SUBSTRUCTURE</b>					
33. ABUTMENTS	2-CONC	24	2	34. ABUTMENT SEATS	
Spalling of beams at both piers					
35. PIERS	2-CONC	25	2	36. PIER SEATS	
Slight crack in bottom of crossbeam 2nd from east abutment.					

# ADDITIONAL SUPPORT INFORMATION

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT?** ☒ YES ☐ NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

## 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Existing bridge beams and deck are deteriorated with concrete cover missing, exposing corroded reinforcing steel throughout the superstructure. The existing bridge railing is substandard. This bridge is in an suburban setting with a park adjacent to the site. This bridge is too narrow to safely handle pedestrian traffic. The traffic lanes are too narrow for the heavy trucks that pass over the bridge.(less than 10 ft wide)

## 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Safety and welfare will be improved by widening the existing lanes to a width of twelve feet, with two 5' sidewalks with safety curbs. the existing bridge has two lanes less than 10' wide, without sidewalk. The existing bridge has substandard bridge railings these will be replaced with a standard 42" railing. This bridge is often used by large trucks that barely fit in their lanes and often cross over into the adjoining lanes which is unsafe for oncoming motorists.

## 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There is no direct impact on public health.

## 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 HARRISON ROAD  
Priority 2 RAPID RUN ROAD  
Priority 3 EAST KEMPER ROAD  
Priority 4 SIDNEY RD. BRIDGE  
Priority 5 WEST RD. BRIDGE

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

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6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

No known effect on economic growth.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

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9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The proposed work will widen the bridge making it safer for traffic and the safety curbs, 5' sidewalks and the 42" railing will make the bridge significantly safer for pedestrians. And the wider lanes and safety curbs will prevent vehicles from impacting the railings, each other and

**pedestrians.**

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_ Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

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**10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 3

- a.) Are preliminary plans or engineering completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_
- b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_
- c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_
- d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

If no, how many parcels needed for project? 3 Of these, how many are: Takes \_\_\_\_\_

Temporary 3

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

All right of way required for this property is owned by Hamilton County Park Board and has not been negotiated.

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e.) Give an estimate of time needed to complete any item above not yet completed. \_\_\_\_\_ months.

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This bridge is an important connector to the park, and would allow for safe pedestrian traffic on the bridge.

**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful

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Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A \_\_\_\_\_

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 2027 X 1.20 = 2433 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

**15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax X

Infrastructure Levy \_\_\_\_\_ Specify type \_\_\_\_\_

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

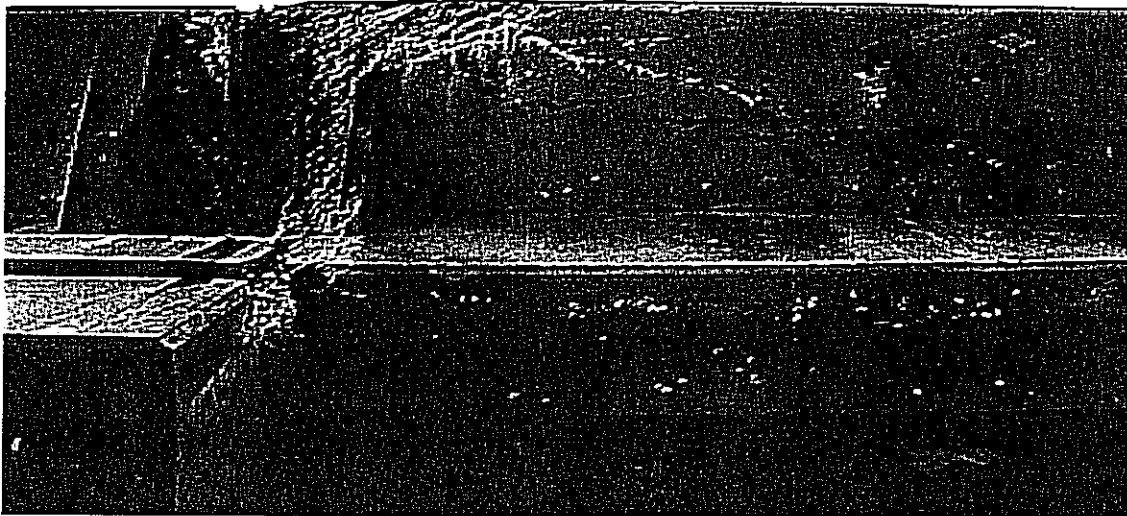
Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

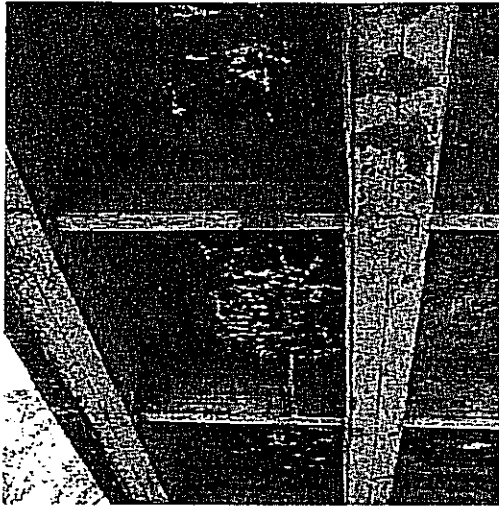
West Rd Bridge B-0270



A large portion of the South wing wall is covered in cracks.



End of southern beam is deteriorating over east pier.



Efflorescence and scaling in significant amounts between the piers.

SCIP/LTIP PROGRAM  
ROUND 17 - PROGRAM YEAR 2003  
PROJECT SELECTION CRITERIA  
JULY 1, 2003 TO JUNE 30, 2004

76

NAME OF APPLICANT: Haw. Co.  
NAME OF PROJECT: WEST RD BRIDGE REPLACEMENT  
RATING TEAM: 4

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed  
23 - Critical  
20 - Very Poor  
17 - Poor  
15 - Moderately Poor  
10 - Moderately Fair  
5 - Fair Condition  
0 - Good or Better

BR 86 = 6

Appeal Score \_\_\_\_\_

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance  
20 - Considerably significant importance  
15 - Moderate importance  
10 - Minimal importance  
0 - No measurable impact

Appeal Score \_\_\_\_\_

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance  
20 - Considerably significant importance  
15 - Moderate importance  
10 - Minimal importance  
0 - No measurable impact

Appeal Score \_\_\_\_\_

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?  
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project  
20 - Second priority project  
15 - Third priority project  
10 - Fourth priority project  
5 - Fifth priority project or lower

# 5

Appeal Score \_\_\_\_\_

- 5) Will the completed project generate user fees or assessments?

10 - No  
0 - Yes

Appeal Score \_\_\_\_\_

42

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

Appeal Score

10 – The project will directly secure significant new employment

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

20%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

0%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

WIDEN, ADD SAFETY CURBS & SIDEWALK

Appeal Score

10 – Project design is for future demand.

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15

3 – Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15

0 – Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

9/25/03

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

Appeal Score

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

2

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

NONE STATED

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

2433

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

11  
76

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## **Criterion 3 – Health**

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

$\text{Existing users} \times \text{design year factor} = \text{projected users}$

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## **Criterion 10 - Ability to Proceed**

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

### **Definitions:**

**Major Impact** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

**Moderate Impact** - Roads: principal thoroughfares, Federal Aid Urban routes

**Minimal / No Impact** - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.